# BookletChart™

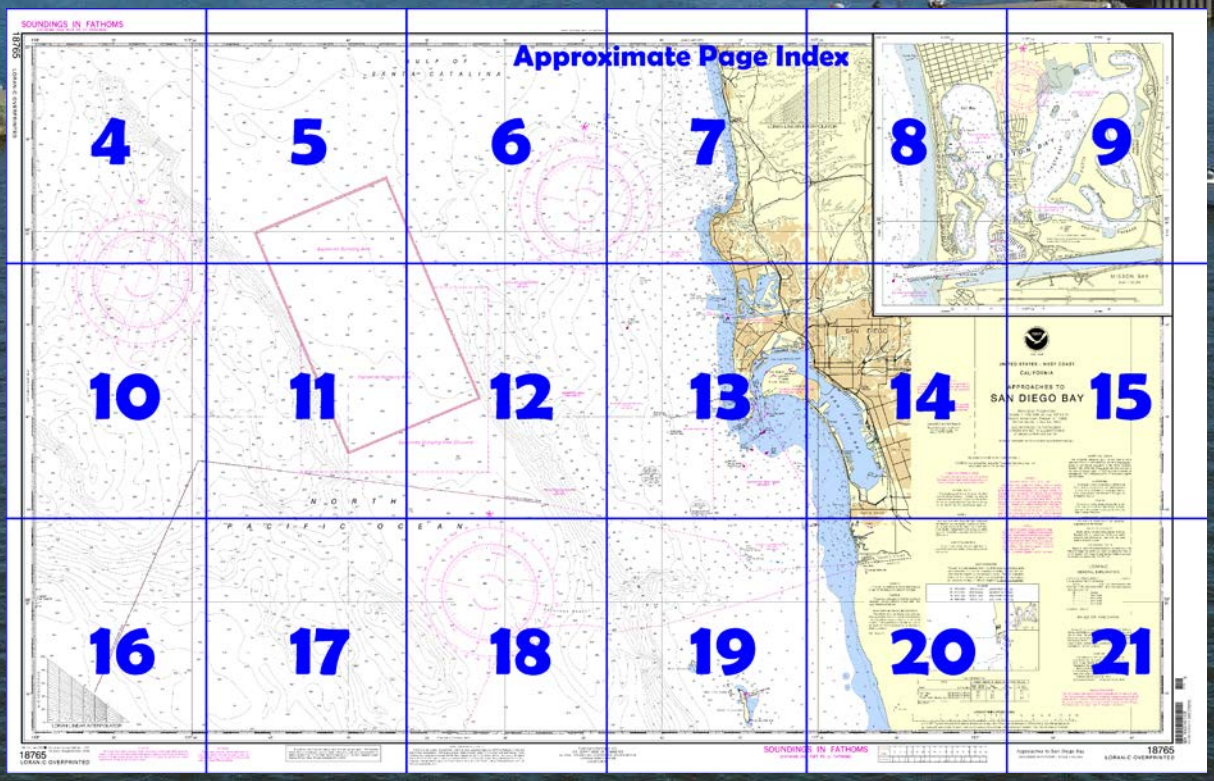
## Approaches to San Diego Bay

### NOAA Chart 18765

***A reduced-scale NOAA nautical chart for small boaters***

***When possible, use the full-size NOAA chart for navigation.***


- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



***Published by the***
***National Oceanic and Atmospheric Administration***
***National Ocean Service***
***Office of Coast Survey***
***www.NauticalCharts.NOAA.gov***
***888-990-NOAA***

### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=18765.


**(Selected Excerpts from Coast Pilot)**
**Los Coronados (Coronado Islands)** are four bare, rocky islands, extending 4.5 miles in a NW direction, 7 miles offshore in Mexican waters, and 15 miles S of Point Loma. These islands are prominent in clear weather, and the passage E of them is commonly used by vessels. Depths in the vicinity are irregular, and in thick weather or at night, caution must be observed.
A light is shown from a white cylindrical tower on the S end of the S island; it is obscured from certain directions by the N islands. Another light is shown from a white square masonry tower near the N end of the S island.

The boundary between the United States and Mexico is marked by a 14-foot white marble obelisk on a pedestal 41 feet above the water near the edge of a low table bluff. The visible marker is 200 yards from the beach and 10 miles 142° from Point Loma Light. A large circular concrete arena is conspicuous just S of the marker. A stone mound, 365 feet above the water and 1 mile E of the obelisk, marks another point on the boundary line.
When making the approach to San Diego, useful radar targets are San Clemente Island, Los Coronados, the pleasure piers at Imperial Beach and Ocean Beach, the jetties of Mission Bay, Point Loma, Ballast Point. When entering the harbor, the buoys marking the channel and Ballast Point are easily identified targets, thence Shelter Island, the radar reflector on North Island, and the various piers on either side of the channel; thence Harbor Island, the Coast Guard station pier, B Street Pier, and the Tenth Avenue Marine Terminal.
**Mission Bay**, entered between two jetties 5.5 miles N of Point Loma, is a recreational small-craft harbor administered by the city of San Diego. Lights mark the entrance to the bay as well as a sound signal on the outer end of the N jetty. The mariner radio activated sound signal is initiated by keying the microphone five times on VHF-FM channel 79A. Sound signals are sounded from the fishing pier. A dredged channel leads from deep water in the Pacific Ocean to the highway bridge about 1.3 miles above the entrance. **Quivira Basin** and **Mariners Basin**, on the E and W sides of the channel, respectively, are entered about 1 mile above the entrance.
**No-Discharge Zone.–**The State of California, with the approval of the Environmental Protection Agency, has established a No-Discharge Zone (NDZ) in Mission Bay. It encompasses the entire by (see NOAA chart 18765 for the zone limits).
Within the NDZ, discharge of sewage, whether treated or untreated, from all vessels is prohibited. Outside the NDZ, discharge of sewage is regulated by **40 CFR 140** (see Chapter 2).
**Anchorages.–Special anchorages** are along the W side of Mission Bay in **San Juan Cove**, **Santa Barbara Cove**,**Bonita Cove**, Mariners Basin, and Quivira Basin. (See **110.1 and 110.91**, chapter 2, for limits/regulations.)
**Pacific Beach**, 8 miles N of Point Loma, has a pleasure pier extending about 260 yards from the beach. The pier was partially destroyed in the winter of 1984, and submerged piles are reported within 90 yards of the seaward end; caution is advised.
A 2-mile rounding rocky point, 9 miles N of Point Loma, is the first high land N of San Diego Bay. The point is a spur from 822-foot **Soledad Mountain**. The S end of this headland is called **False Point**, and the N end is **Point La Jolla**. In the vicinity of Point La Jolla, rock cliffs with caves rise abruptly from the water.
**Scripps Institution of Oceanography**, one of the leading institutions in research in oceanography and marine biology, has extensive facilities N of Point Loma. Scripps maintains a long pier for observation purposes. Just N of Scripps Institution the bluffs rise to a height of 300 feet, then decrease gradually for the next 5 miles to heights of 20 to 80 feet.
A **000°–180° measured nautical mile** has been established 13.5 miles N of Point Loma; each range is marked by two steel towers.
The coast from Del Mar N for 31 miles to San Mateo Point is a low, flat tableland with abrupt cliffs 60 to 130 feet high and with broad beaches.

**U.S. Coast Guard Rescue Coordination Center**
**24 hour Regional Contact for Emergencies**

| | | |
|---|---|---|
| RCC Alameda | Commander<br>11th CG District<br>Alameda, CA | (510) 437-3700 |

# Table of Selected Chart Notes

Scale 1:20,000

SAN DIEGO BAY ENTRANCE

The project depth is 42 feet. For controlling depth see charts 18773, 18772.

HEIGHTS

Elevations of rocks, landmarks and lights are in feet and refer to Mean High Water. Contour and summit elevation values are in feet and refer to Mean Sea Level.

Mercator Projection
Scale 1:100,000 at Lat. 32°42'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

For Symbols and Abbreviations see Chart No. 1

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

| | | |
|---|---|---|
| San Diego, CA | KEC-62 | 162.400 MHz |

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

NOTE B

The Point Loma Outfall Pipeline Buoys mark dangerous shoaling along the pipeline which may present a danger to mariners transiting the area.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.186" northward and 3.117" westward to agree with this chart.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

NOTE C
NAVAL OPERATING AREA

Vessels should use caution while transiting this area due to naval test operations which involve frequent maneuvers in the vicinity of and around this location.

VESSEL TRANSITING

The U.S. Coast Guard and the Pacific States/British Columbia Oil Spill Task Force endorse a system of voluntary measures and minimum distances from shore for certain commercial vessels transiting along the coast anywhere between Cook Inlet, Alaska and San Diego, California. See U.S. Coast Pilot 7, Chapter 7, Chapter 3 for details.

CABLE AND PIPELINE AREAS

The cable and pipeline areas falling within the areas of the larger scale charts are shown thereon and are not repeated on this chart.

NOTE D

Submerged submarine operations are conducted at various times in the waters contained on this chart. Proceed with caution.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and National Geospatial-Intelligence Agency.

NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 11th Coast Guard District in Alameda, California or at the Office of the District Engineer, Corps of Engineers in Los Angeles, California.

Refer to charted regulation section numbers.

NOTE Z
NO-DISCHARGE ZONE, 40 CFR 140

Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

SOURCE DIAGRAM

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: — — — —

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

TIDAL INFORMATION

| PLACE | | Height referred to datum of soundings (MLLW) | | |
|---|---|---|---|---|
| NAME | (LAT/LONG) | Mean Higher High Water | Mean High Water | Mean Low Water |
| | | feet | feet | feet |
| San Diego | (32°43'N/117°10'W) | 5.7 | 5.0 | 0.9 |
| Crown Point, Mission Bay | (32°47'N/117°14'W) | 5.5 | 4.8 | 0.9 |
| La Jolla | (32°52'N/117°15'W) | 5.3 | 4.6 | 0.9 |

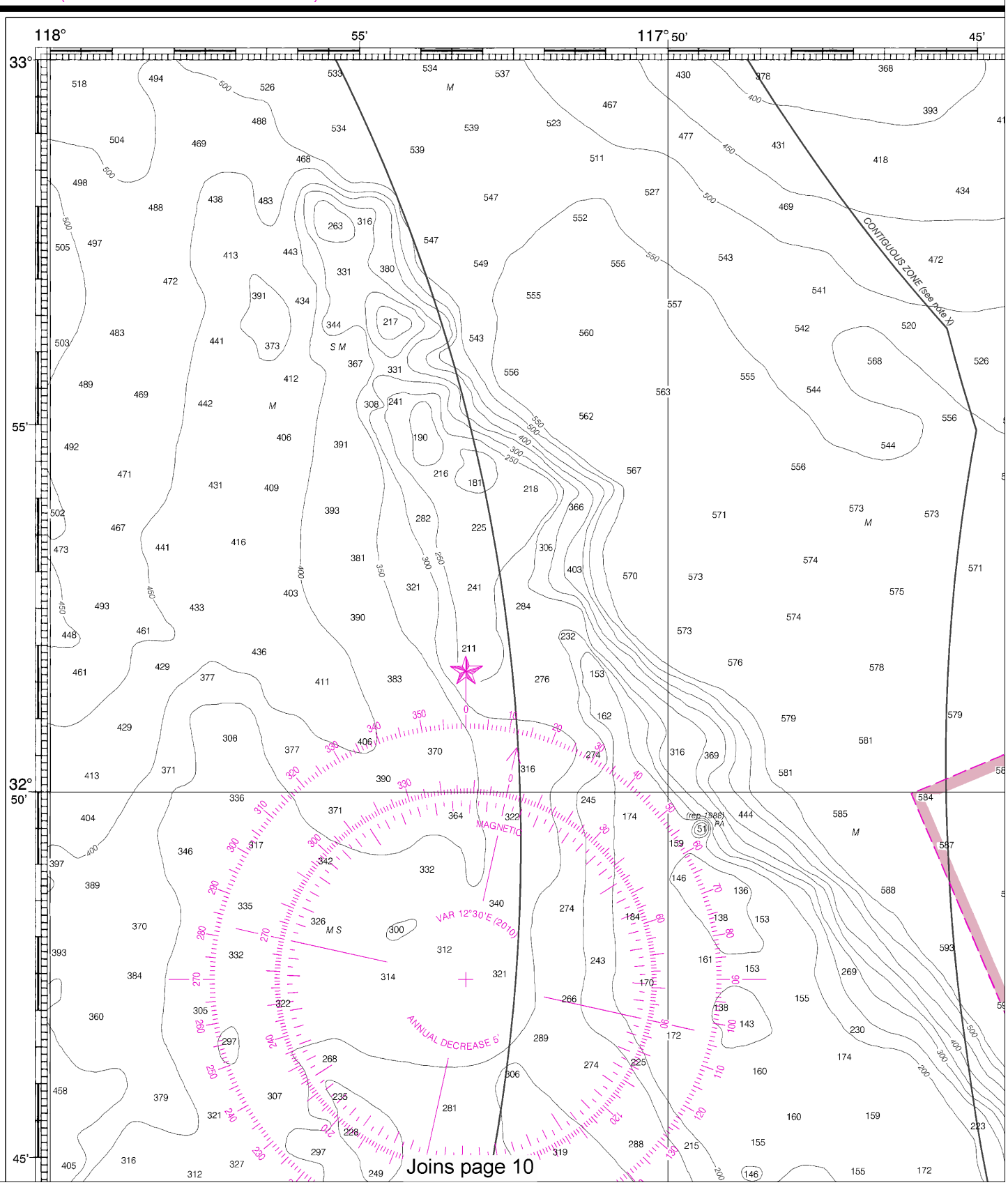
Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.

(Sep 2010)

# SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

18765




4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:100,000~~

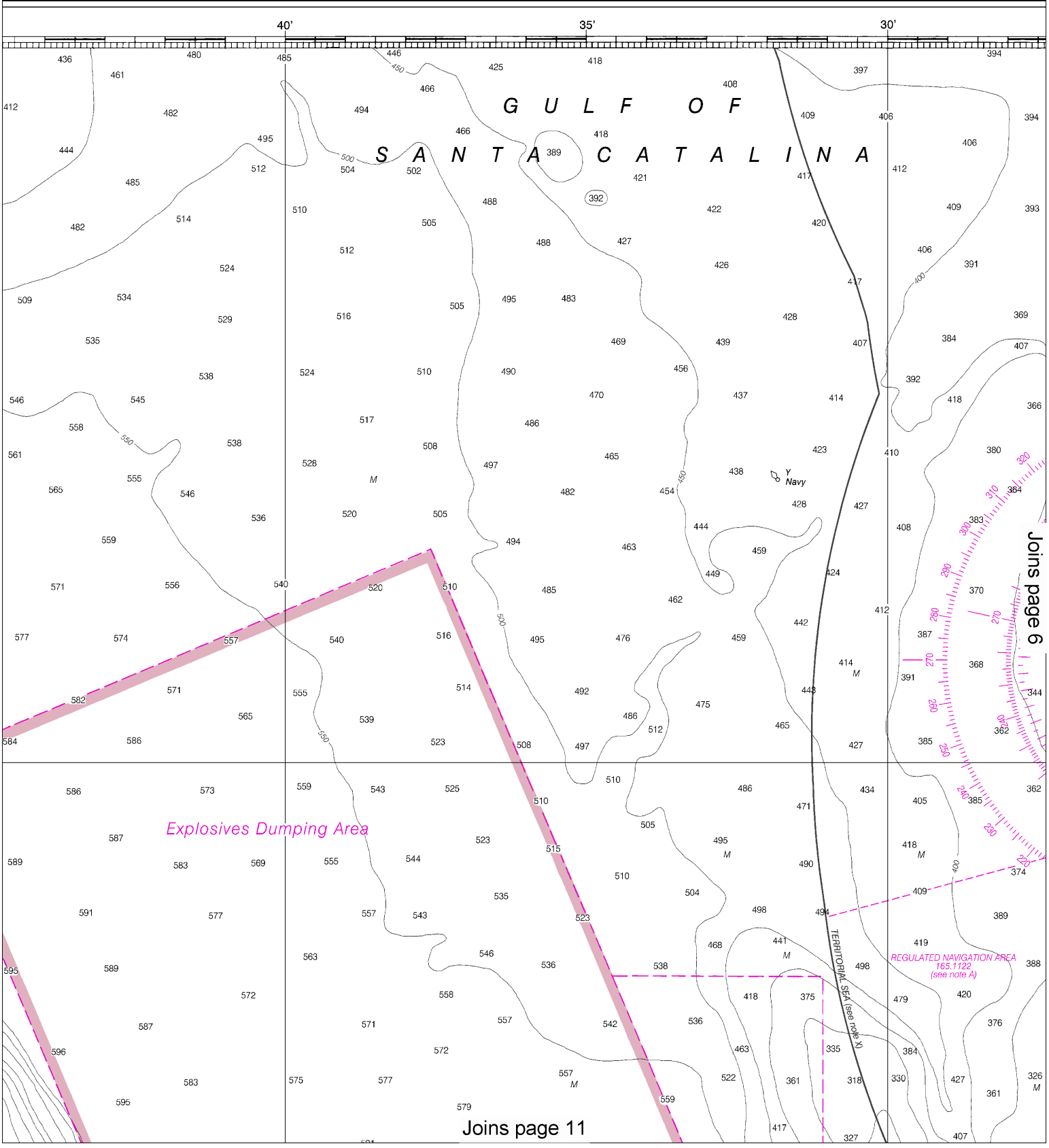
Nautical Miles

1 0 1 2 3 4 5 6 7 8 9

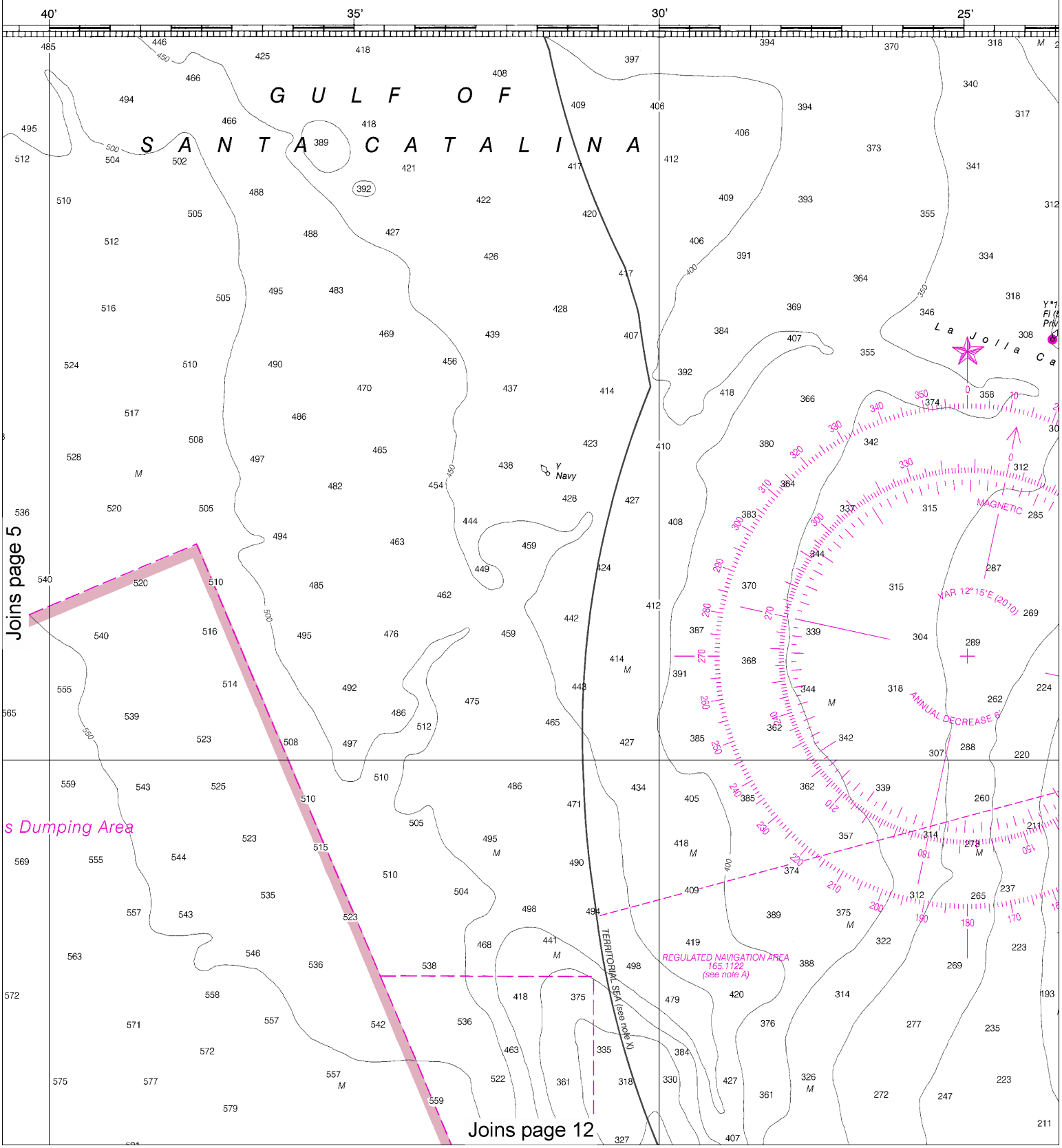
Yards

2000 0 2000 4000 6000 8000 10000 12000

See Note on page 5.




This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:133333. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.






Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:100,000~~

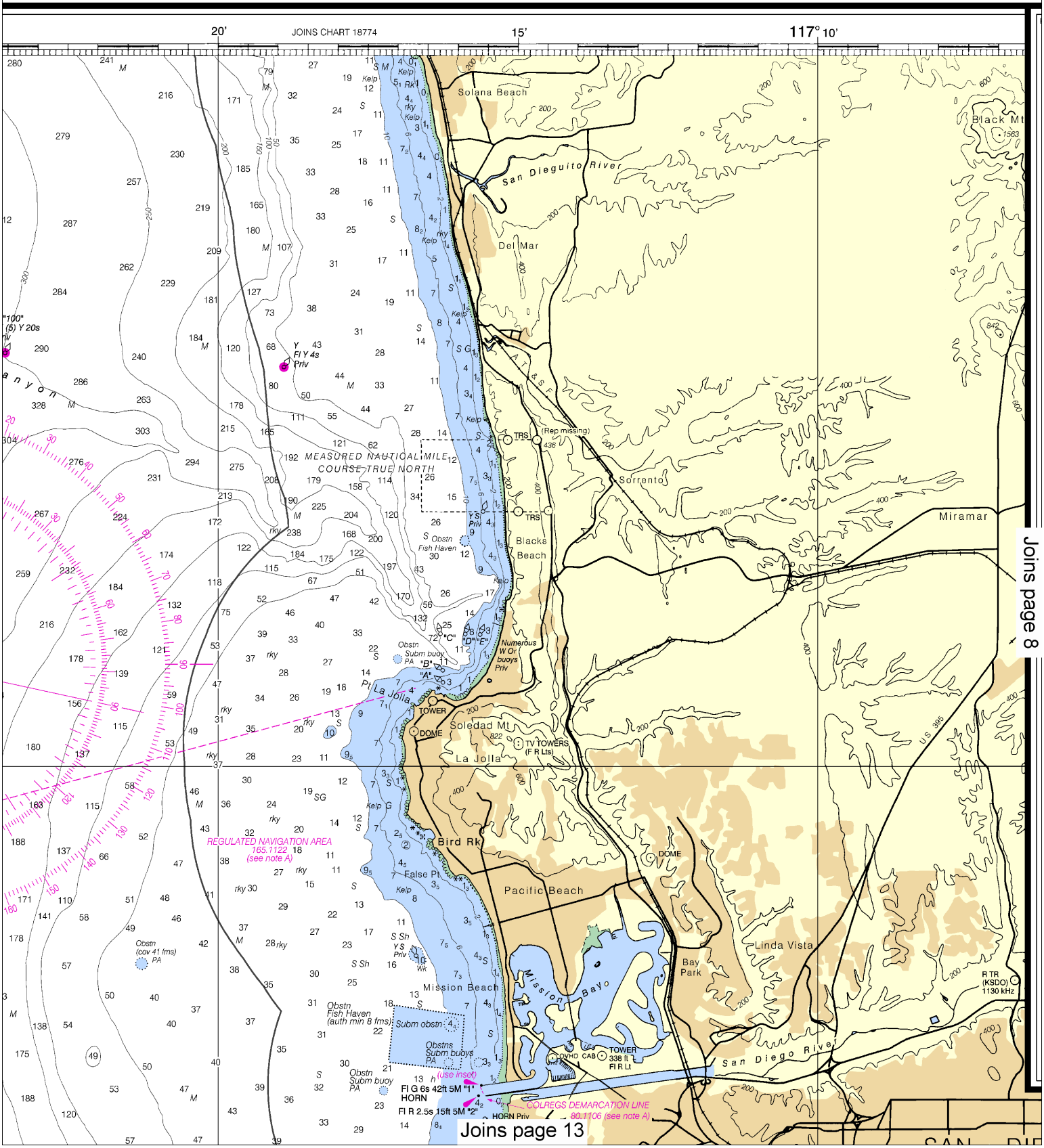
Nautical Miles

1 0 1 2 3 4 5 6 7 8 9

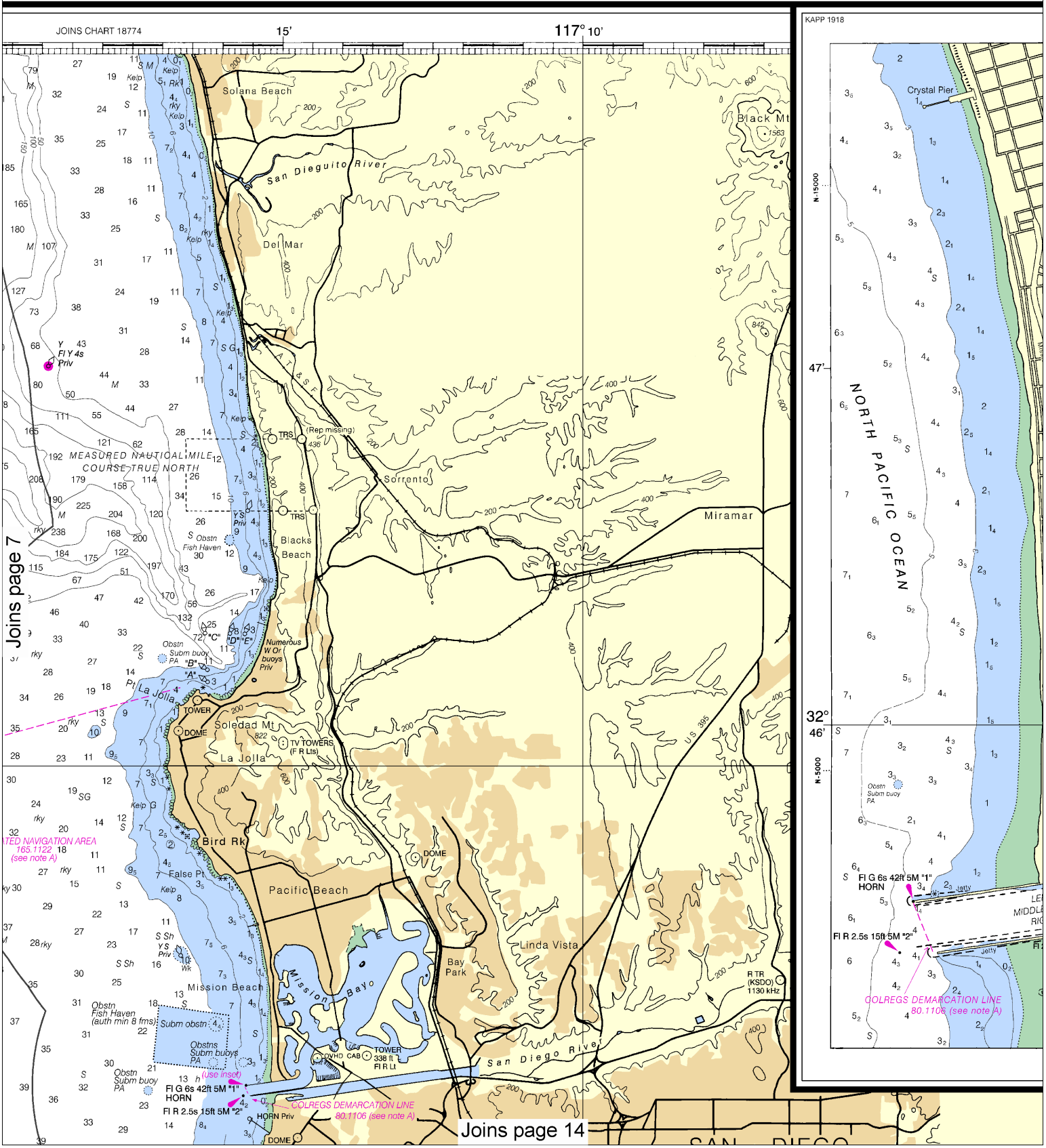
Yards

2000 0 2000 4000 6000 8000 10000 12000

See Note on page 5.




This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 0713 2/12/2013,
NGA Weekly Notice to Mariners: 0713 2/16/2013,
Canadian Coast Guard Notice to Mariners: n/a.



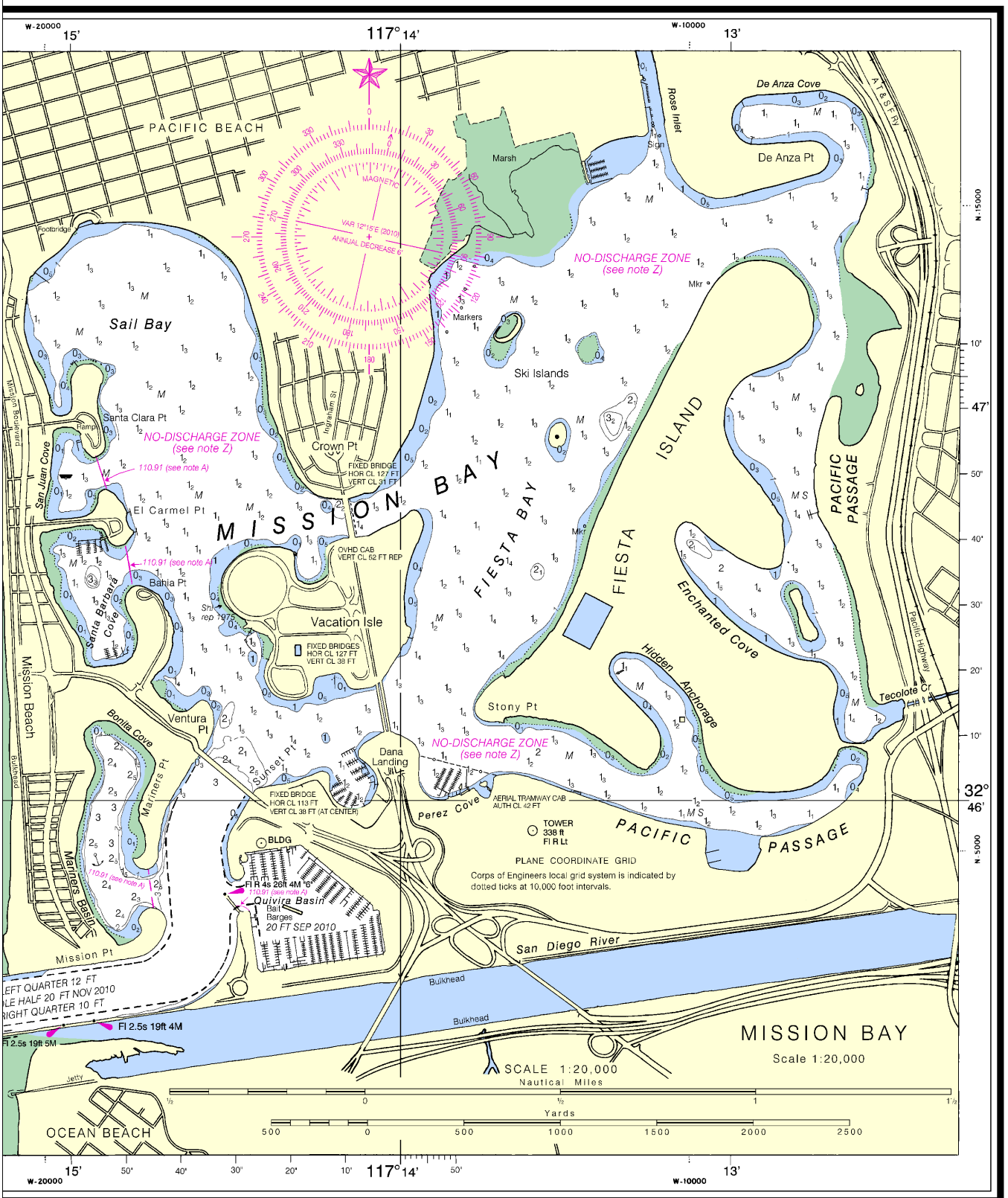

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:100,000~~

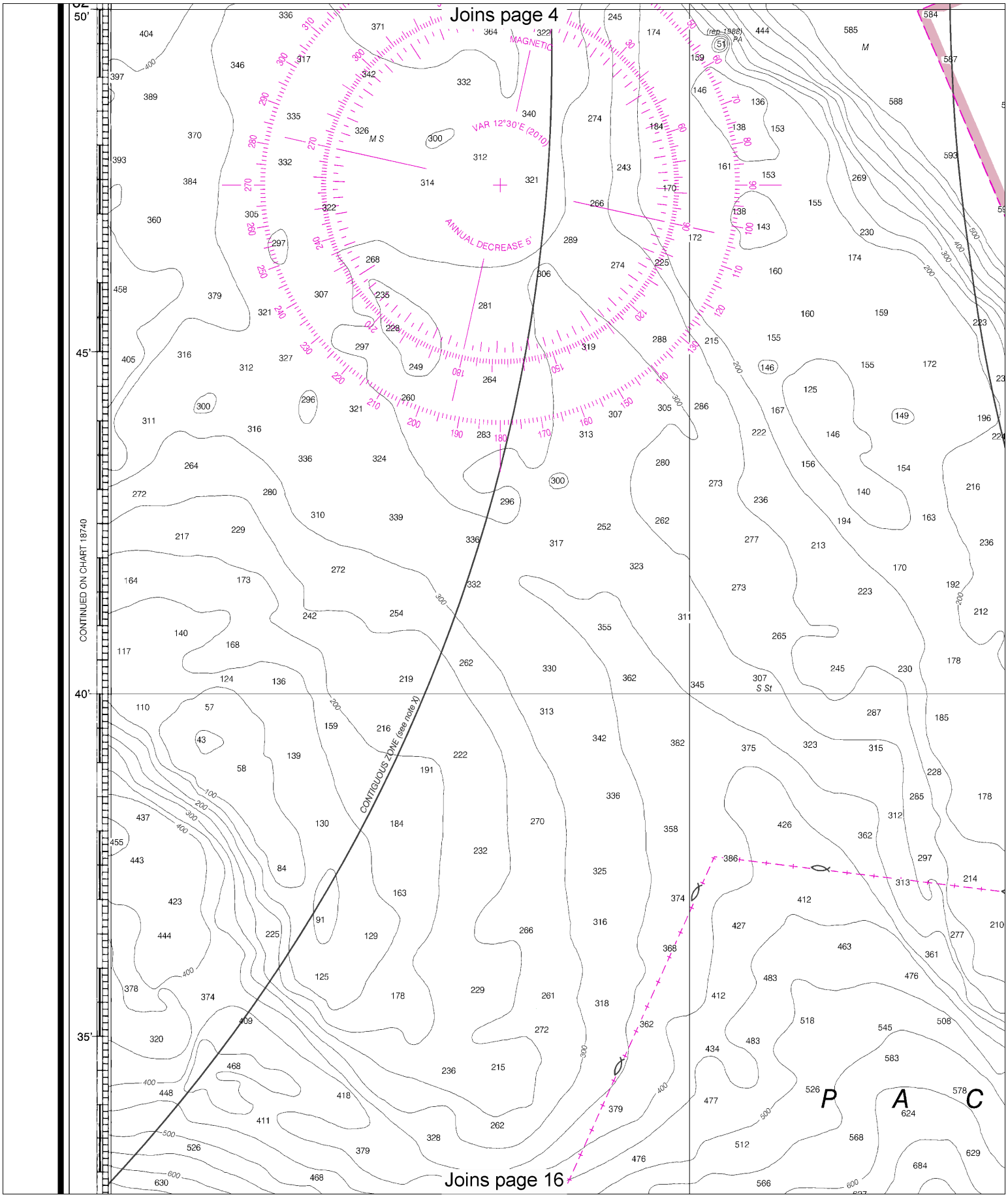
Nautical Miles: 1 0 1 2 3 4 5 6 7 8 9

Yards: 2000 0 2000 4000 6000 8000 10000 12000

See Note on page 5.




Joins page 15




10

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:100,000~~

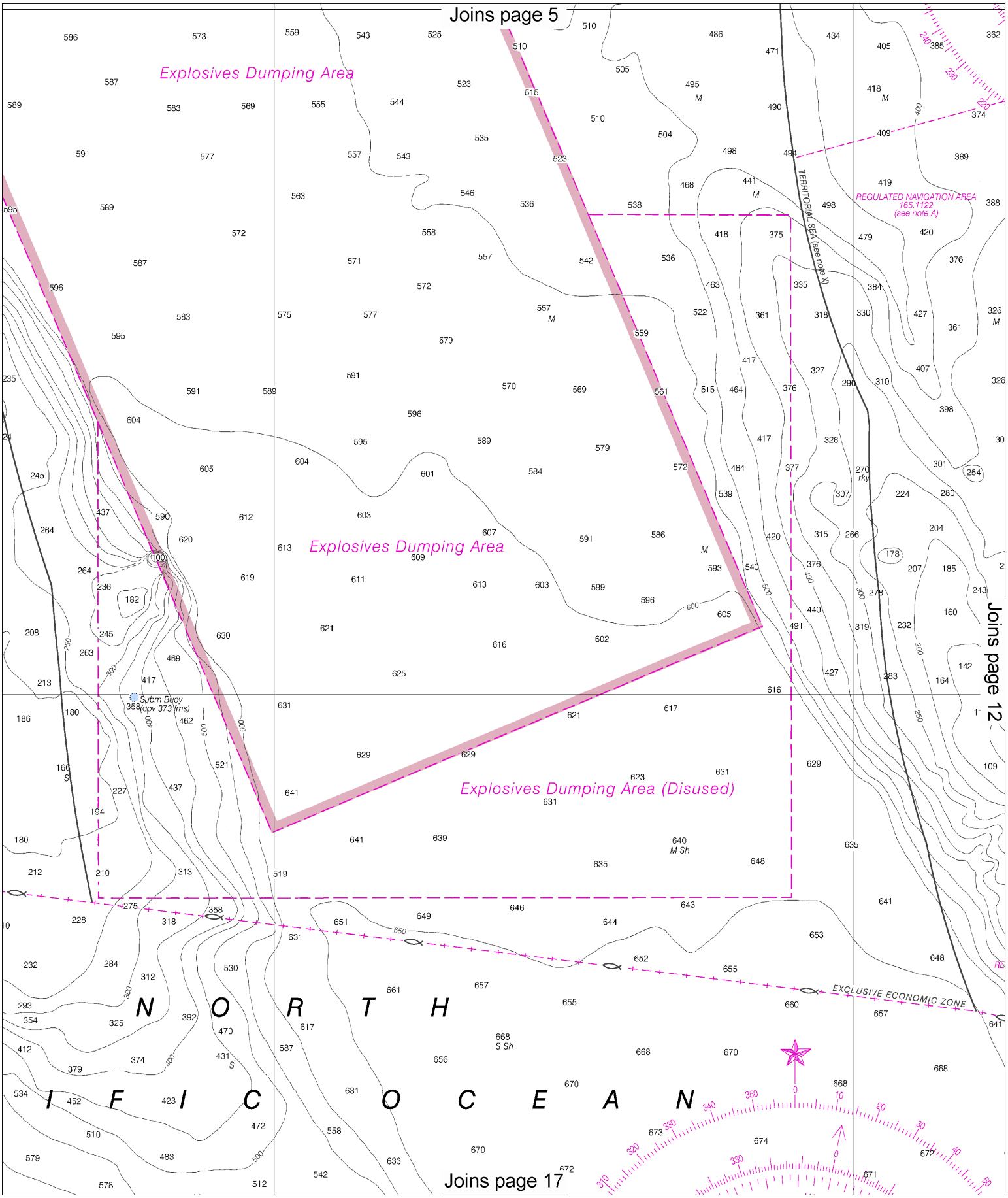
Nautical Miles

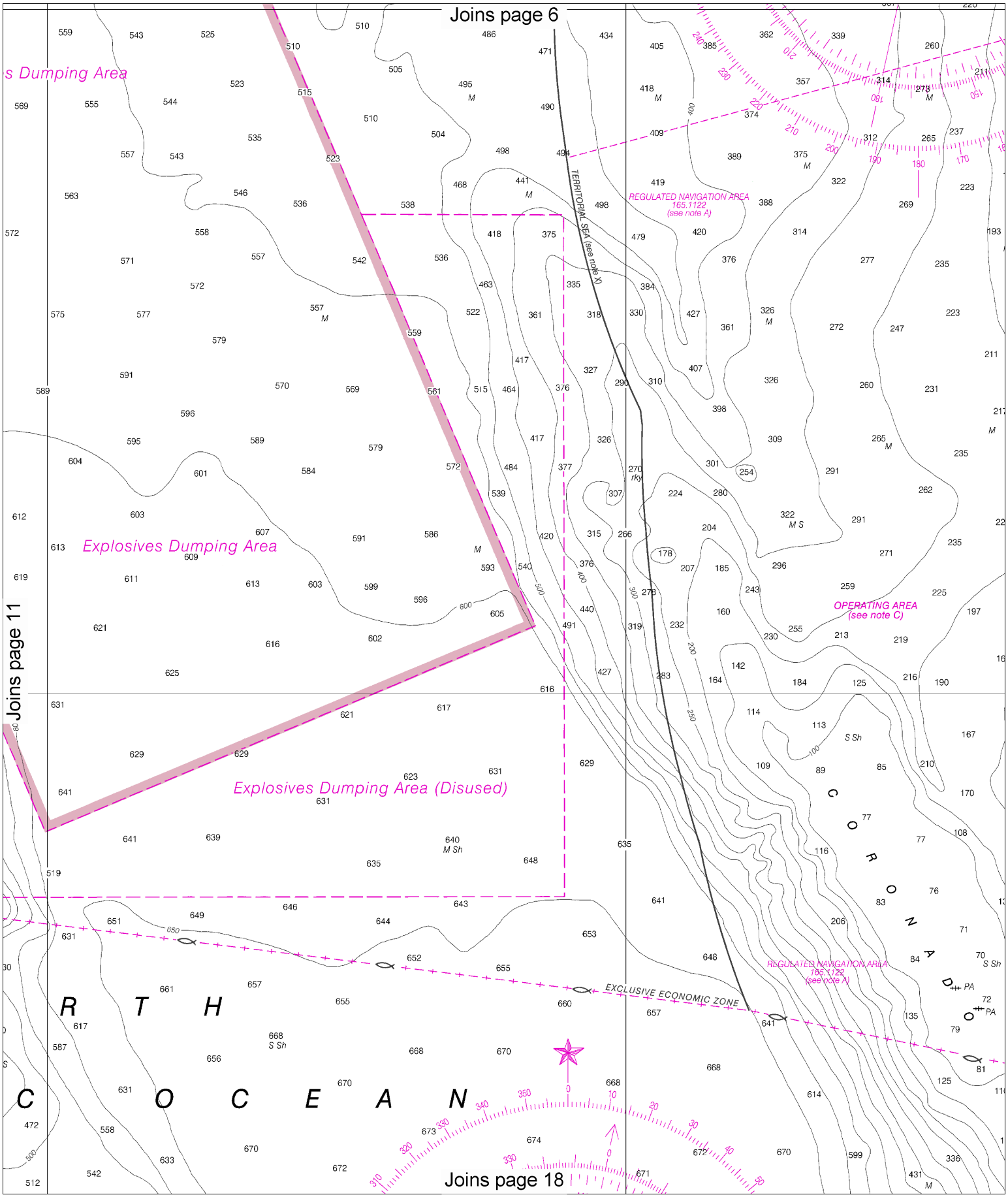
1 0 1 2 3 4 5 6 7 8 9

Yards

2000 0 2000 4000 6000 8000 10000 12000

See Note on page 5.


Joins page 5
Explosives Dumping Area
Explosives Dumping Area
Explosives Dumping Area (Disused)
REGULATED NAVIGATION AREA
165.1122
(see note A)
TERRITORIAL SEA (see note X)
Subm Buoy
(cpv 373 tms)
EXCLUSIVE ECONOMIC ZONE
N O R T H
I F I C O C E A N
Joins page 12
Joins page 17




12

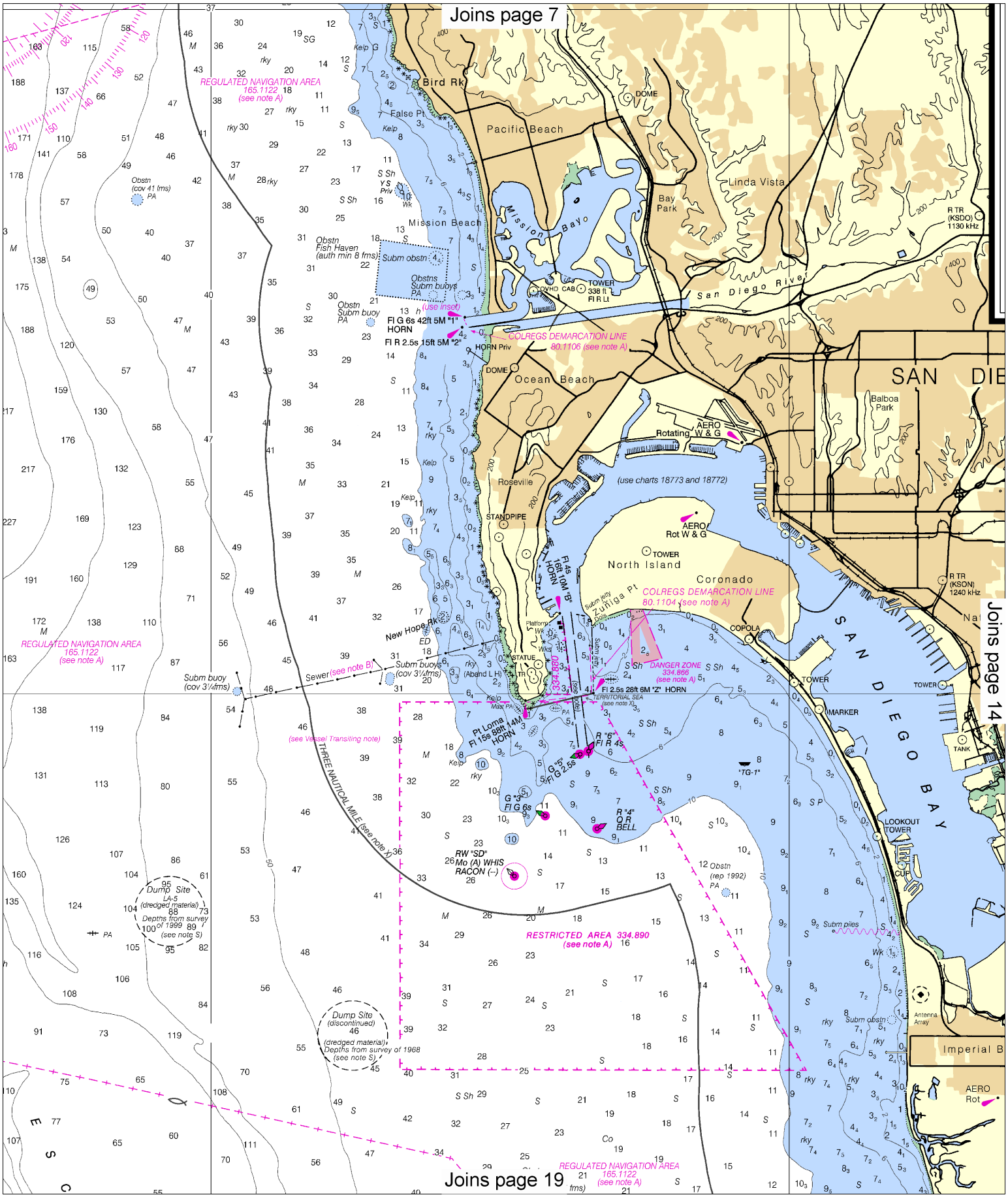
Note: Chart grid lines are aligned with true north.

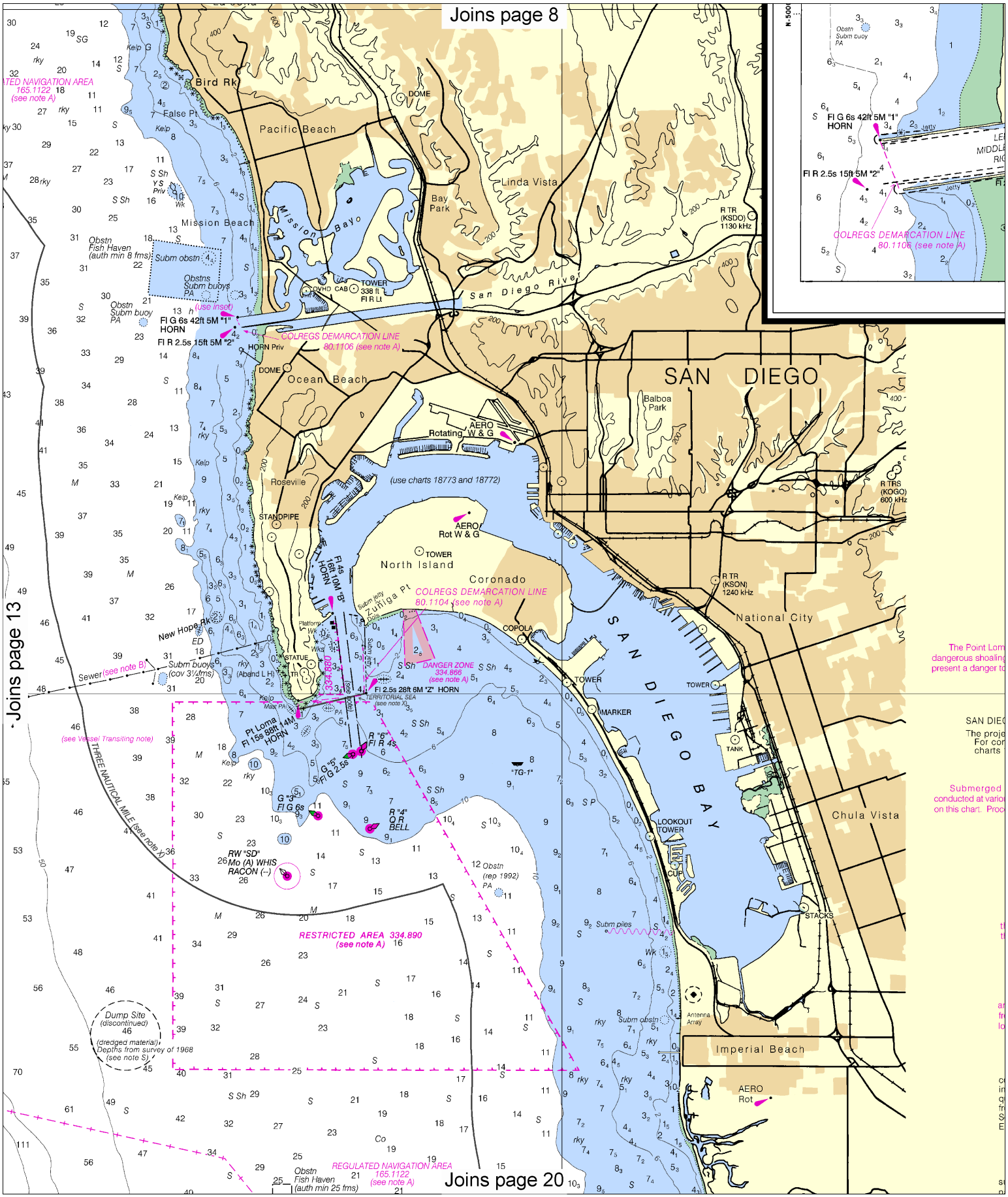
Printed at reduced scale. ~~SCALE 1:100,000~~

Nautical Miles: 1 0 1 2 3 4 5 6 7 8 9

Yards: 2000 0 2000 4000 6000 8000 10000 12000

See Note on page 5.


Joins page 7
Bird Rk
False Pt
Pacific Beach
DOME
Linda Vista
Bay Park
Mission Bay
Mission Beach
San Diego River
R TR (KSDO) 1130 kHz
TOWER 338 ft Fl R Lt
COVHD CAB
Obstn (cov 41 fms) PA
Obstn Fish Haven (auth min 8 fms)
Subm obstn
Obstns Subm buoys PA
(use inset)
Obstn Subm buoy PA
Fl G 6s 42ft 5M "1" HORN
Fl R 2.5s 15ft 5M "2"
HORN Priv
COLREGS DEMARCATION LINE 80.1106 (see note A)
Ocean Beach
SAN DIE
Balboa Park
AERO Rotating W & G
Roseville
(use charts 18773 and 18772)
STANDPIPE
AERO Rot W & G
TOWER
North Island
Coronado
Fl 4s 16ft 10M "B" HORN
Subm jetty
Zuniga Pt
COLREGS DEMARCATION LINE 80.1104 (see note A)
R TR (KSON) 1240 kHz
COPOLA
New Hope Rk
REGULATED NAVIGATION AREA 165.1122 (see note A)
Platform Wk
STATUE
(Aband L Hs)
Subm buoys (cov 3¼fms)
Subm buoy (cov 3¼fms)
Sewer (see note B)
DANGER ZONE 334.856 (see note A)
Fl 2.5s 28ft 6M "Z" HORN
TERRITORIAL SEA (see note X)
SAN DIEGO BAY
MARKER
TANK
(see Vessel Transiting note)
Pt Loma Fl 15s 88ft 14M HORN
R "6" Fl R 4s
G "5" Fl G 2.5s
G "3" Fl G 6s
R "4" Q R BELL
"TG-1"
LOOKOUT TOWER
CUP
THREE NAUTICAL MILE (see note X)
RW "SD" Mo (A) WHIS RACON (--)
Obstn (rep 1992) PA
Dump Site LA-5 (dredged material) Depths from survey of 1999 (see note S)
RESTRICTED AREA 334.890 (see note A)
Subm piles
Dump Site (discontinued) (dredged material) Depths from survey of 1968 (see note S)
Antenna Array
Imperial B
AERO Rot
REGULATED NAVIGATION AREA 165.1122 (see note A)
Joins page 19
Joins page 14




**14**

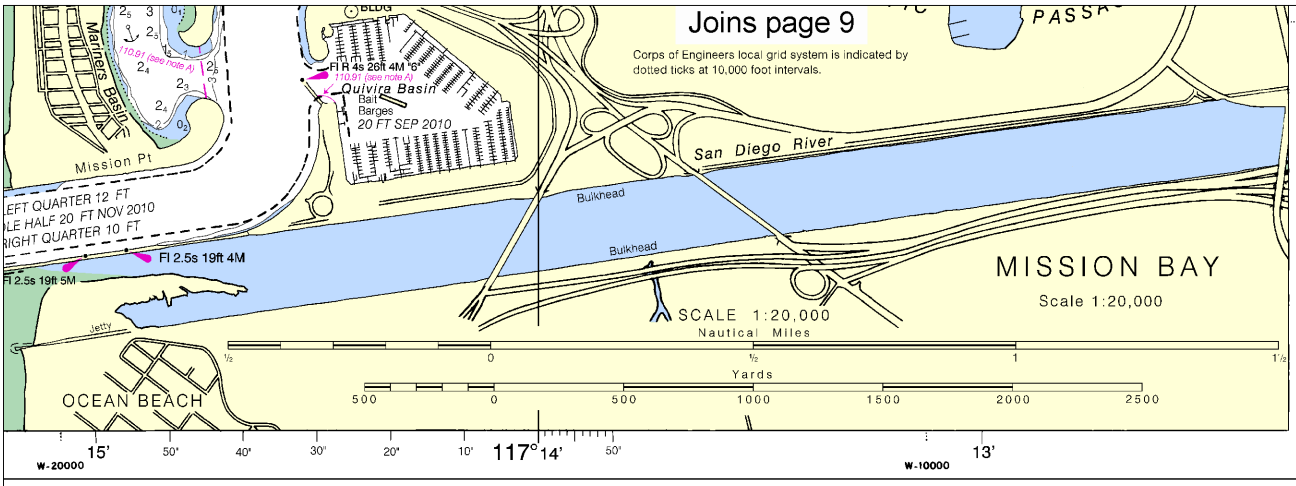
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:100,000~~

Nautical Miles: 1 0 1 2 3 4 5 6 7 8 9

Yards: 2000 0 2000 4000 6000 8000 10000 12000

See Note on page 5.




THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - WEST COAST

CALIFORNIA

## APPROACHES TO

# SAN DIEGO BAY

Mercator Projection
Scale 1:100,000 at Lat. 32°42'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

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For Symbols and Abbreviations see Chart No. 1

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: ————

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EGO BAY ENTRANCE
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AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

NOTE Z
NO-DISCHARGE ZONE, 40 CFR 140

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NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 11th Coast Guard District in Alameda, California or at the Office of the District Engineer, Corps of Engineers in Los Angeles, California.

Refer to charted regulation section numb

Joins page 21

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.186" northward and 3.117" westward to agree with this chart.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and National Geospatial-Intelligence Agency.

HEIGHTS

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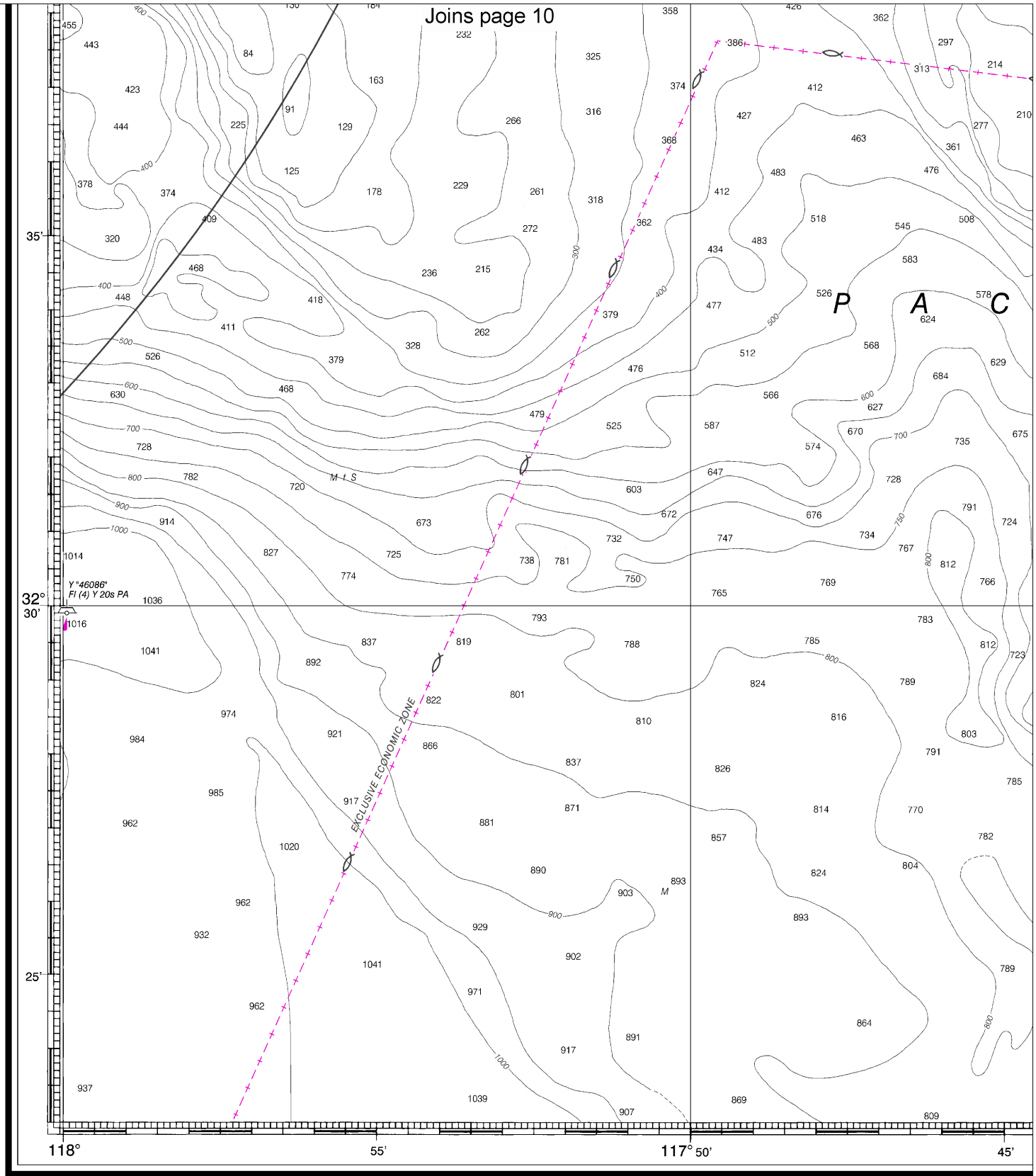
SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 7 for important plemental information.

45'
40'
35'




17th Ed., Nov./10 ■ Corrected through NM Nov. 20/10
Corrected through LNM Nov. 09/10

# 18765

**CAUTION**

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

**WARNING**

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.



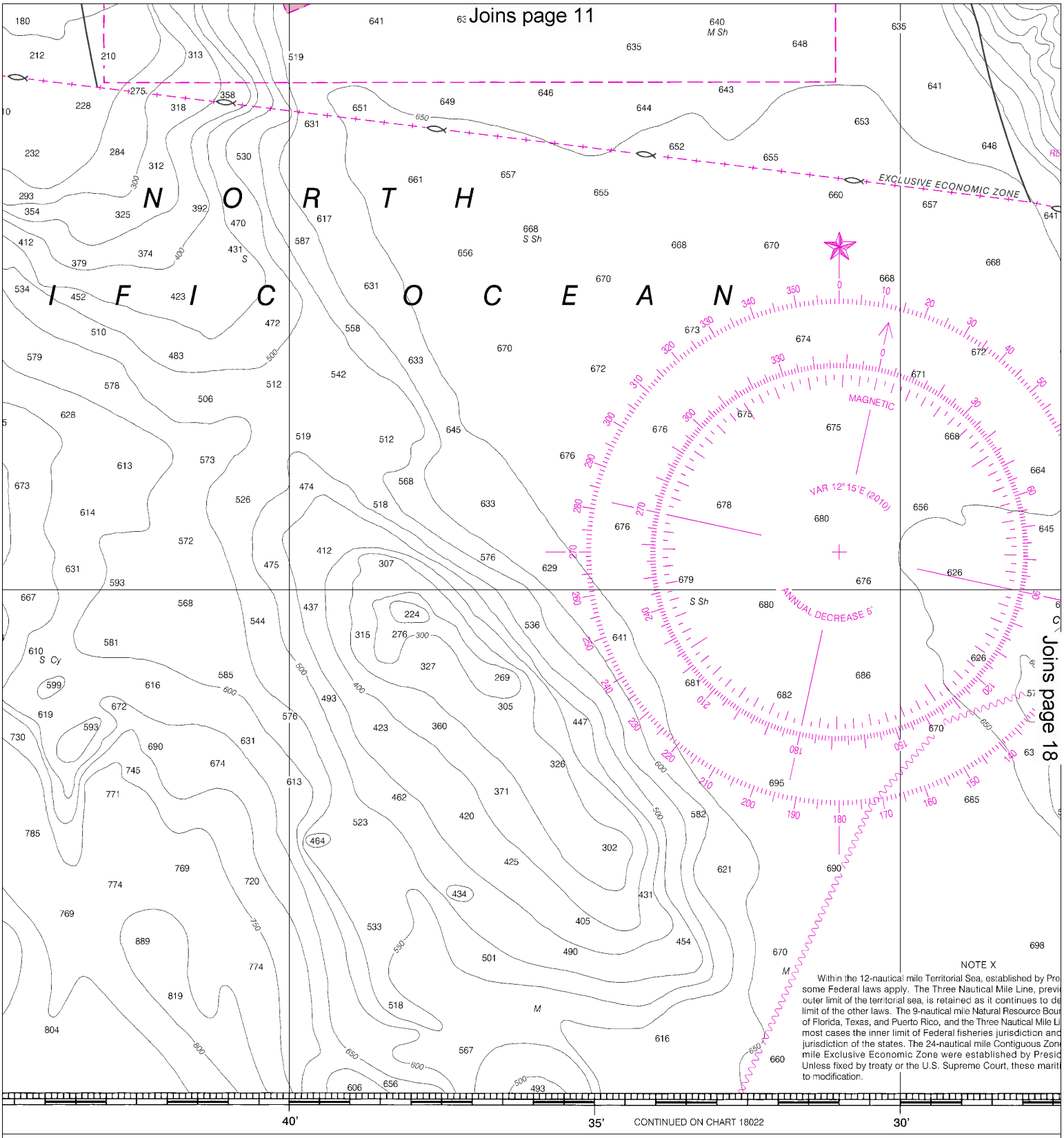
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:100,000~~

Nautical Miles: 1 0 1 2 3 4 5 6 7 8 9

Yards: 2000 0 2000 4000 6000 8000 10000 12000

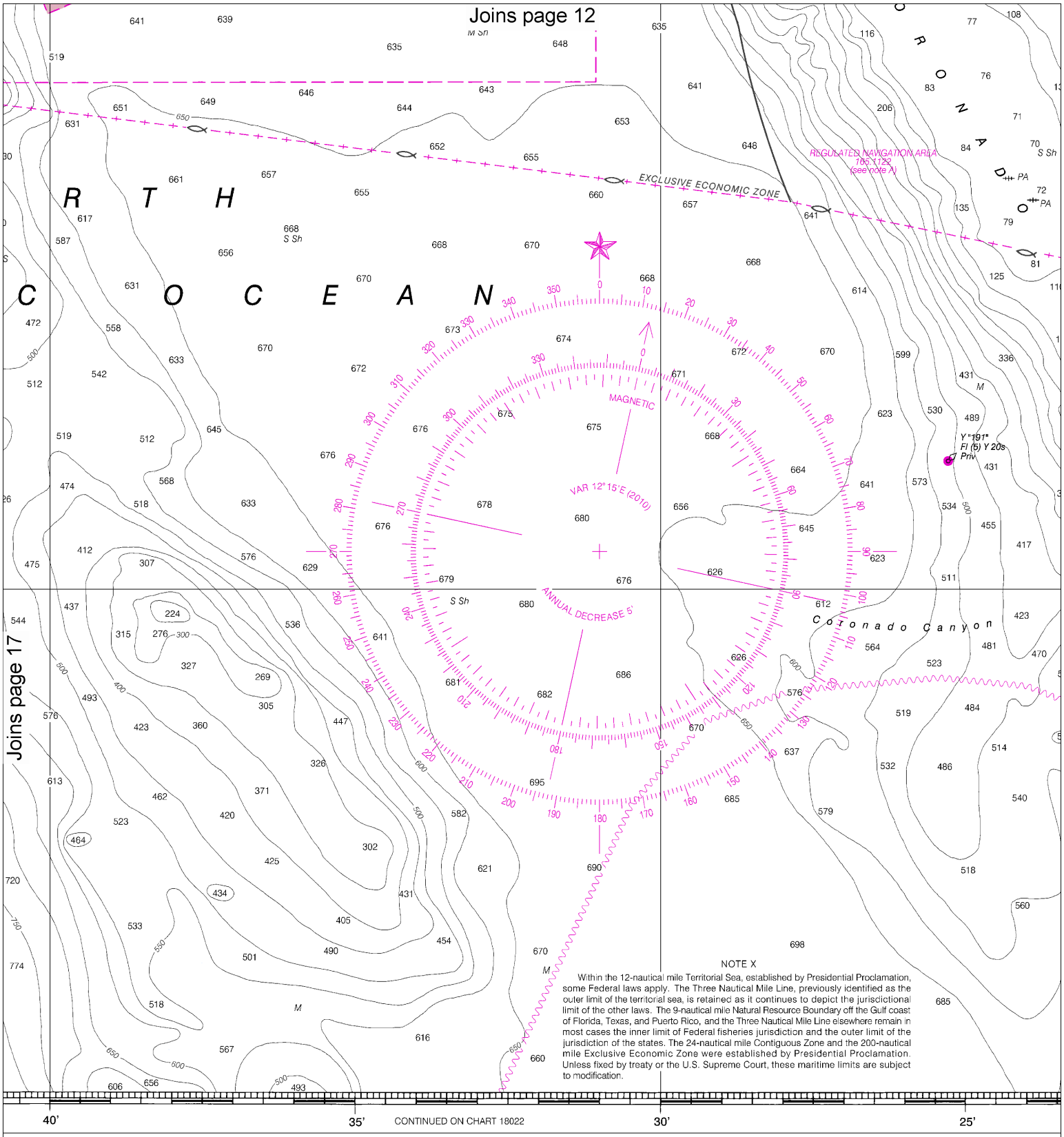
See Note on page 5.




This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 2-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx, or OceanGrafix at 1-877-56CHART or http://www.oceangrafix.com.




CONTINUED ON CHART 18022

promote safe navigation. The National
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10-3282.

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COAST SURVEY



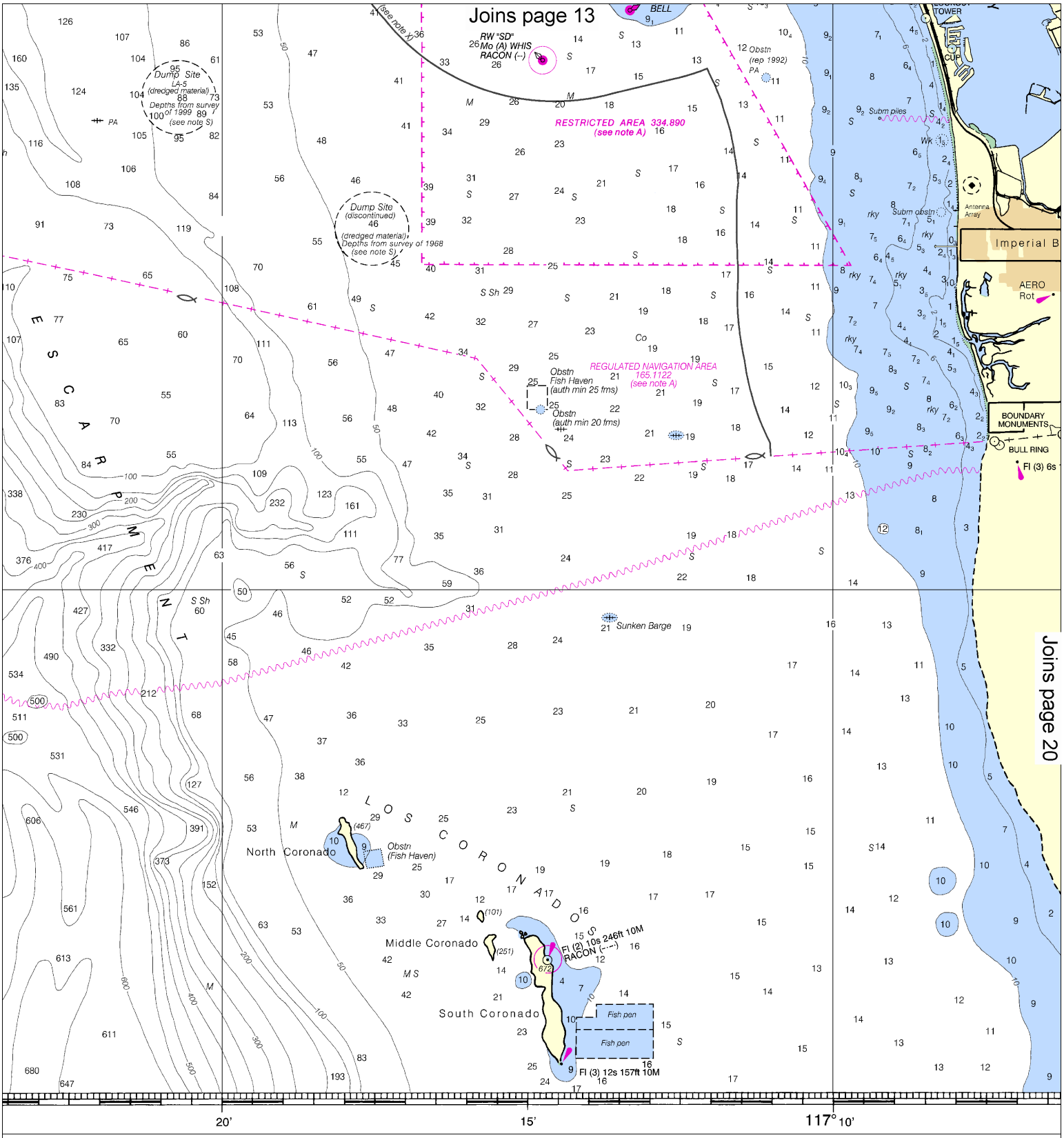
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:100,000~~

Nautical Miles
1 0 1 2 3 4 5 6 7 8 9

Yards
2000 0 2000 4000 6000 8000 10000 12000

See Note on page 5.

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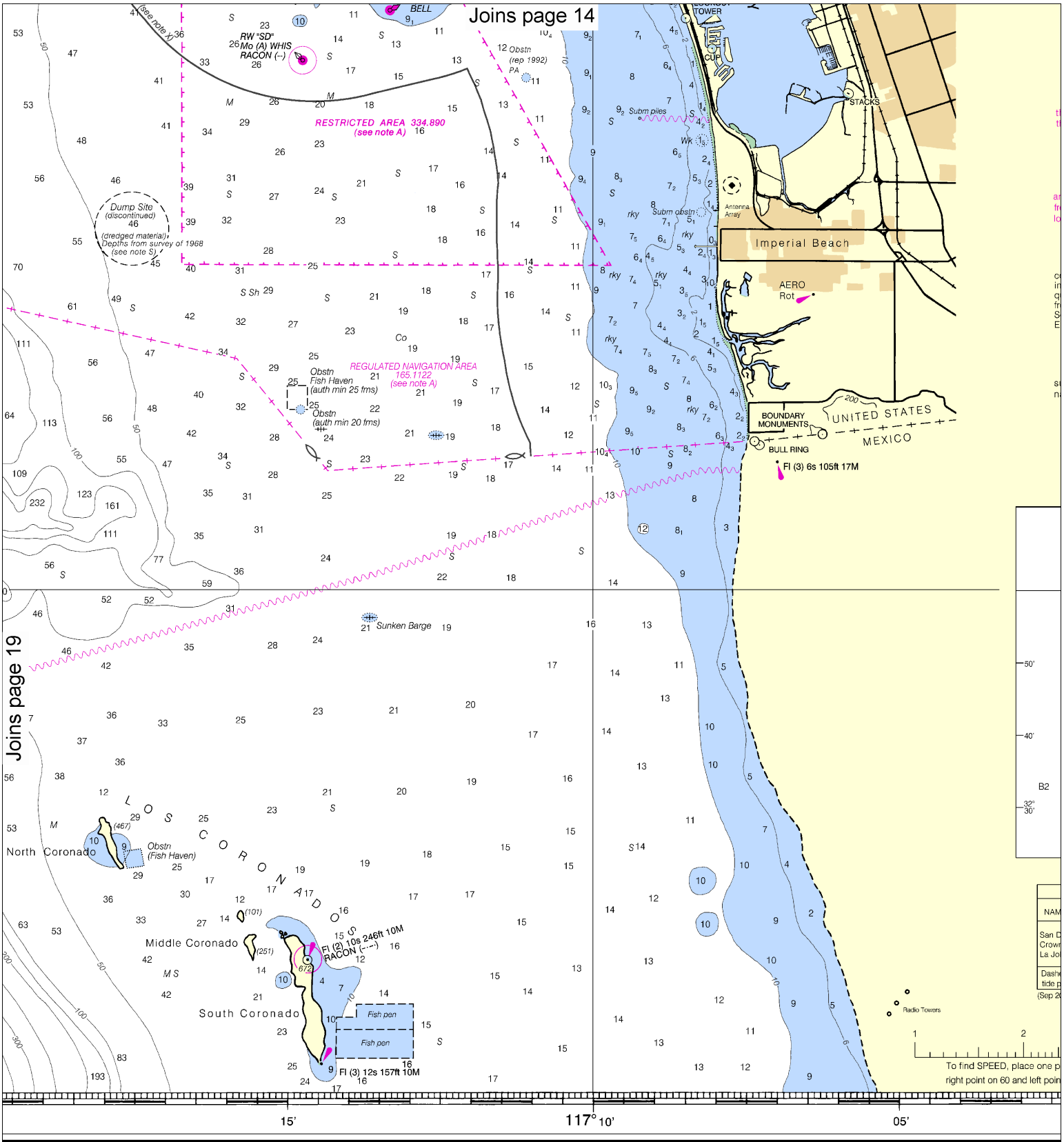
# SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)




# SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| FATHOMS | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | |
| FEET | 6 | 12 | 18 | 24 | 30 | 36 | 42 | 48 | |
| METERS | 1 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 11 12 13 14 15 |



Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:100,000~~

Nautical Miles

1 0 1 2 3 4 5 6 7 8 9

Yards

2000 0 2000 4000 6000 8000 10000 12000

See Note on page 5.

Joins page 15

For Symbols and Abbreviations see Chart

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: ————

### CABLE AND PIPELINE AREAS

The cable and pipeline areas falling within the areas of the larger scale charts are shown thereon and are not repeated on this chart.

### NOTE C
### NAVAL OPERATING AREA

Vessels should use caution while transiting this area due to naval test operations which involve frequent maneuvers in the vicinity of and around this location.

### NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices.

### AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

### NOTE Z
### NO-DISCHARGE ZONE, 40 CFR 140

Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

### NOTE A

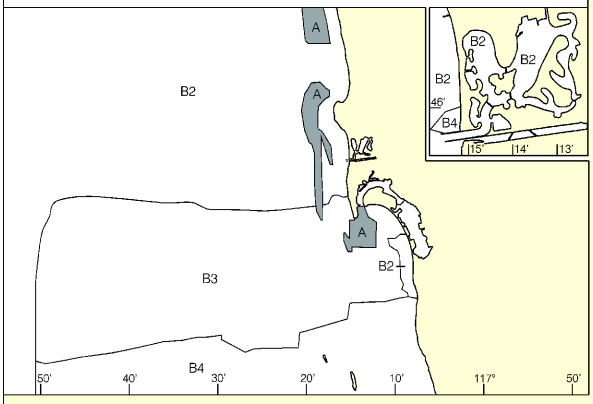
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 11th Coast Guard District in Alameda, California or at the Office of the District Engineer, Corps of Engineers in Los Angeles, California.

Refer to charted regulation section numbers.

### SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

| SOURCE | | | |
|---|---|---|---|
| A | 1990-2009 | NOS Surveys | full bottom coverage |
| B1 | 1990-2001 | NOS Surveys | partial bottom coverage |
| B2 | 1970-1989 | NOS Surveys | partial bottom coverage |
| B3 | 1940-1969 | NOS Surveys | partial bottom coverage |
| B4 | 1900-1939 | NOS Surveys | partial bottom coverage |




### TIDAL INFORMATION

| PLACE | | Height referred to datum of soundings (MLLW) | | |
|---|---|---|---|---|
| AME | (LAT/LONG) | Mean Higher High Water | Mean High Water | Mean Low Water |
| | | feet | feet | feet |
| Diego | (32°43'N/117°10'W) | 5.7 | 5.0 | 0.9 |
| wn Point, Mission Bay | (32°47'N/117°14'W) | 5.5 | 4.8 | 0.9 |
| Jolla | (32°52'N/117°15'W) | 5.3 | 4.6 | 0.9 |

shes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.
2010)

### LOGARITHMIC SPEED SCALE

3 4 5 6 7 8 9 10 15 20 25 30 40 50 60

point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place
int will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

### HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.186" northward and 3.117" westward to agree with this chart.

### AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and National Geospatial-Intelligence Agency.

### HEIGHTS

Elevations of rocks, landmarks and lights are in feet and refer to Mean High Water. Contour and summit elevation values are in feet and refer to Mean Sea Level.

### SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 7 for important supplemental information.

### RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

### POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

### CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

### CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

### NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

| | | |
|---|---|---|
| San Diego, CA | KEC-62 | 162.400 MHz |

### CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) ○(Approximate location)

### VESSEL TRANSITING

The U.S. Coast Guard and the Pacific States/British Columbia Oil Spill Task Force endorse a system of voluntary measures and minimum distances from shore for certain commercial vessels transiting along the coast anywhere between Cook Inlet, Alaska and San Diego, California. See U.S. Coast Pilot 7, Chapter 7, Chapter 3 for details.

35'
32°
30'
25'

117° 55' 50'

683.4 X 1123.6 mm

9 10 11 12 13 14 15 16 17
54 60 66 72 78 84 90 98 102
16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31

# Approaches to San Diego Bay

SOUNDINGS IN FATHOMS - SCALE 1:100,000

18765

ED NO 17

NSN 7642014011509 NGA REFERENCE NO. 18ACO18765

EMERGENCY INFORMATION

## VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.
**Channel 9** – Communications between boats and ship-to-coast.
**Channel 13** – Navigation purposes at bridges, locks, and harbors.
**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

### Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS!**

All Hazards NOAA Weather Radio NOAA's National Weather Service

**NOAA Weather Radio All Hazards (NWR)** is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
**http://www.nws.noaa.gov/nwr/**

## Quick References

| | | |
|---|---|---|
| Nautical chart related products and information | — | **http://www.nauticalcharts.noaa.gov** |
| Online chart viewer | — | **http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html** |
| Report a chart discrepancy | — | **http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx** |
| Chart and chart related inquiries and comments | — | **http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs** |
| Chart updates (LNM and NM corrections) | — | **http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html** |
| Coast Pilot online | — | **http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm** |
| Tides and Currents | — | **http://tidesandcurrents.noaa.gov** |
| Marine Forecasts | — | **http://www.nws.noaa.gov/om/marine/home.htm** |
| National Data Buoy Center | — | **http://www.ndbc.noaa.gov/** |
| NowCoast web portal for coastal conditions | — | **http://www.nowcoast.noaa.gov/** |
| National Weather Service | — | **http://www.weather.gov/** |
| National Hurrican Center | — | **http://www.nhc.noaa.gov/** |
| Pacific Tsunami Warning Center | — | **http://ptwc.weather.gov/** |
| Contact Us | — | **http://www.nauticalcharts.noaa.gov/staff/contact.htm** |

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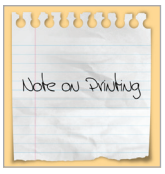


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NOAA's Office of Coast Survey The Nation's Chartmaker